NAW YORK HERALD THE DAY APRIL IT DESCRIPTION NAME OF

THE CAR DRIVERS' STRIKE.

MATTERS STILL UNDECIDED.

Gross Mismanagement of the Various Roads.

The Common Council Order the Revoking of the Companies' Charters.

The Corporation Council to Institute Proceedings Against Them.

Meetings of Drivers and Their Sympathizers.

THE DISPUTE TO BE LEFT TO ARBITRATION

OPINIONS OF THE PEOPLE.

It is goodless to state that the strike among the drivers continues. The cars on all the lines still run e ther very irregularly or not at all, a .d there does not appear various lines of city railroads yesterday, though there was a slight improvement on the previous days, the number of cars run was quite badequate to the require ments of the public. The inclemency of the weather heightened the inconvenier considerably, and every-where there was nothing heard but indignant consure of the conduct of the various companies.

GRANTING LICENSES. By the laws of the city no one is permitted to drive city railway car unless he be licensed, such license to procured at the Mayor's office. To procure this license it is necessary to be twenty-one years of age, a citizen, and to have resided at least six months in the city of New at present acting as drivers is sufficiently proven from the fact of there having been but one h indred and thirty-eight drivers' licenses altogether taken out since the 12th inst. As the men at present driving the cars have within the last few days been my orted from New Haven, Hartford, Boston and other places the requirements for the procuring of licenses cannot have existed. The Mayor, as well as the first Marshal, are determined to exercise the greatest scrictness in the granting of Bennes, although several char raises of perjury on the part of applicants have been discovered.

THE STRIKERS AND HOW THEY ACT. THE STRIKERS AND HOW THEY ACT. The drivers on yesterday, as on previous days, conjucted themselves in a quiet and orderly manner. A risit to any of the depots brings one in contact with rows of them, their anxious faces betckening what they are suffering and are determined to suffer before they will give in. The prevailing opiaion among them is that matters cannot much longer continue as they have for the past few days. The public sympathy, which they everywhere meet, leads them to be firmer in their convictions of the justness of their cause, and they wonder that while all are so thinking, the companies alone should seek to oppress them. Among the air drivers are some of the most intelligent of our citi-test, and many of them speak with an evident crudition isldom to be met with among men. of following more protestions professions.

seidom to be met with among men. of following more protentious professions.

THE RAILHGAD COMPANIES

still refrain from any attempt at conciliating the men. Though not openly expressed, it is evidently their belief that, as the atrikers are poor men, necessarily so through the wages paid them, they will be compelled shortly to return to their work at the ordinary rates of pay. They are not themselves satisfied with the way things are going on, and are very uneasy at the canaure they receive from the public. The charter to each company expressly states, "and the cars on the same shall run as often as the convenience of the public shall require," which provision is undoubtedly violated. The Third Avonus Company, owning as it does the most valuable road, is looked to by the others, and the general expression among them is, "as goes the Third so do we all." The police force is to be taken off the cars this morning, it boing deemed unnecessary any further.

PROBABLY A FATAL ACCIDENT.

Owing to the utter mefficiency of the new drivers of the street cars, it is almost dangerous to travel on one of them. The journey to any point is one succession of collisions, baulks and narrow escapes. We record one of these accidents, which will, it is feared, result fatally.

On Sunday evening, at about seven o'clock, a gentleman by the name of Henry T. Kerr, residing at 344 West Tweaty fourth street, while standing upon the crowded forward platform of car No. 8, of the Eighth avenue railroad, and while near Canal street, was thrown vicilarily from the vehicle and between the length procedure and he was carried to the New York Hospital on a stretcher, where he premained yesterday in an extremely procarious condition. The driver of the car was placed under arrest pending the result of Mr. Kerr's injuries, which are supposed to be mortal.

Assessance Fraox the Fuellic.

The men employed until recently by the various rail-

ASSISTANCE FROM THE PUBLIC men employed until recently of the de-not the capacity of drivers, are many of them de-it upon their daily earnings for the support of amilies. A number, upon the small pay received, of been able to put aside a cent for a rainy day, have not been any power without employment, must necessard, as they are now without employment, must necessard, as the suffer no amail inconvenience. In some cases, those who have a little property, gained in other avocations, have placed all they could allord at the di-posal of those lass fortunate. The public sustains the writkers against the railroad companies, and the same public should give its material aid to those in want. A committee has been appointed to receive such subscriptions as may be handed

at to receive annear—
following places:—
following

ourth avenue.
Astor House, saloon.
Windest's, No. 11 Park row.
Van Dyke & O'Halloran, No. 13 Park row.

The Board met at two o'clock yesterday afternoon,

Alderman McGinness, by unanimous consent, offered owing preamble and resolutions:-

tire, and by making it manifest in such a ma-ling these comparises to a resilizing some of minimes to the middle, who are the only real suff-mists between applial and labor, be it therefore, ed. That the Street Commissioner be and is he d and directed launchiasty to noticy the pres-troper officers of the several city rations of come to revisine the running of the usual non-state respective reads; that is the event of it is their respective reads; that is the event of it is nested to comply with such notification in one being so notifies, then that he report the ra-el is the Corporation, who is hereby author-sed in the comparison.

stion, the first resolution was striken out, and

Artion of the Board of Councilmen.

mars did not think it out of place for policemen to be placed on cars for the protection of citizens, and mentioned an instance which came under his own

would not have been the case had a policeman teen on the car. This question was one between employers and employed, and should be handled carefully. The comemployed, at d should be handled carefully. The companies took the ground that if they allow themselves to be conquered by brute force, the drivers would make any demand they chose. He believed the men ought to get more wages; but he thought it out of place for the Common Council to dictate to the Police Commissioners.

Mr. PULLMAN observed that he could not vote for the resolution as it now read. The Board had nothing to do with the Police Commissioners, and the probability was that any recommendation made by the Common Council would have no effect. The quertion at issue was care between the employers and employed, and his says pathies were with the latter. He believed that for the labor those men performed they were entitled to more wages that they received. The assertion that the rauroad companies were making no money was refuted by the fact that they had no stock for sale, and some fit was as high as 250. He did not believe the police were paid for driving the cars; but the Police Commissioners should protect the public as they travelled on the cars.

Mr. Stacos did not think that the resolution would have the slightest effect upon the Police Commissioners but he thought it was a great stretch of a-thority to protect private individuals and corporations. The companies always found poli-men ready to eject citizens who refused to pay the filegal fare of six cents, which was to him presumptive prof. that the Commissioners were stockholders in the ailroad companies.

Mr. PULLMAN moved to have the paper referred to the Commissioner of the previous question was ordered, and the resolution was lost by a vote of 13 to 11.

Mr. Thomas offered the subjoined:—

Whereas, by reason of the present unfortunate disagreement between the eity railroad companies and their emanies took the ground that if they allow themselves to

was lost by a vote of 13 to 11.

Mr. Tromas offered the subjoined:—

Whereas, by reason of the present unfortunate disagreement between the city raifroad companies and their empiayes, the public generally are greatly discommoded and subjected to loss from the miscruption of public travel in the principal thoroughfares of the city; and it is of the atmost importance that regular trips should be reasoned at the earliest possible time by said railroad companies;
Resolved, by the Common Council of the city of New York, That the several railroad companies running horse cars within the limits of this city be, and they are hereby requested to send one delegate from each company to visit a similar delegate from each body of their respective employes, to meet in a conference to settle on the proper wages and conference to be held binding on both parties; and, until such conference shall have reasonable tone to act, it is hereby requested that and employes, the determination of said conference and a former priess, with the understanding on the part of the companies that the employes shall be pad any difference from the time of their resumption of work which Resolved. That the Clerk of the Common Council be directed to forward a copy of this presentie and resolutions to the presidents of the several railroad companies, and the chafferent buddes of railroad employes.

Mr. Puzman thought that this was a matter with

the charmen of the different bodies of railroad employes.

Mr. PULTMAN thought that this was a matter with which the Common Council had rathing to do. He did not believe that the Common Council had authority to interfere in that way with corporations. If a resolvtion were presented requesting the Corporation Counsel to take the necessary legal steps to compel the railroad companies to accommodate the public, and if they did not, lay an injunction upon them and break their charters, he would vote for it. If something were presented upon which the Board could legislate he would prove the country of th

Mr. Remisson submitted the following substitute:—
Whereas, the several city railroad companies chaftered by
the Common Genneo of this sity are obliged by the terms of
their charters to run their cars at or tail intervals during
the car and night, and whereas, the sail companies take,
direggle at disagreement, with their employes, wholly
neglected to run their cars in accordance with their
charters, thereby inconvenienting the public, therefore.
It salved. That the Corporation Counsel be not he is
hereby directed to further all talks the necessary legal meanties to revoke the charters of the said railroad companies.
Mr. Romisson was of the opinion that the city could
run the railroads, pay good wares, and have some money
to put in the treasury.
A motion was made to lay the whole subject upon the
table, which the Pragnessy declared the carried.
An appeal was made from the decision, which was not
sustained.
The substitute was then ad pied, lifteen voting in the
allimative and nine in the negative.

affirmative and nine in the negative.

Mr. Stacon presented the following:—
Resolved, That the Connect to the Corporation be and he la hereby directed to concarence suits on behalf of the efficient of New York against the railread companies for charging more fare than they are allowed by their charter.

Mr. Is an offered the following:-

Whereas, through the Cagreement of the presidents an investors of the according to the according to the state he public is greatly incongenienced by the cars on add rail code not remaining their crips according to heir charters, herefore he.

pathizers.

MEETING OF DRIVERS AT LANDMANN'S PARK.

About fifteen hundred of the drivers on the various nes of railroad assembles last evening at Landmann's lines of rairoad assembles last evening at Landmann's Park, S'xty-ninth street. The men maintained through-out the meeting the greatest quiet, and listened with attention to the various speakers.

The chair was occupied by Mr. Levins, who imagu-

rated the proceedings in a few pithy remarks, in which he showed the progress that had been made since their

Mr. McDosab Beckland was introduced, amid loud applause. He spoke of the trouble among the car drivers, and how capital had always done as it was doing now—sought to prevail against labor and the laboring classes. Many of the Assemblymen were combined together, and reserved money simply for injuring the working classes. Many who drank rich wines and rode in carriages cared little about the poor laboring man. He advised the drivers to stand out still, for the people were with them. God knew that house rents and other necessaries of life word day to them "got your rights honestly if you can, but get them." (Applause, I With recard to dividends, those who said they had none told what was untrue. Mr. Buckland continued to denounce the railway monopolats at some length.

at some length.

Mr. Krennan next made a few remarks, when the fol-lowing r-solutions were read by the secretary and unan-mously adopted:—

Whereas we, the car drivers of New Yerk, owing to the in-

managers of the roads, it being understood that non-managers of the party who is now a car driver or a director pointed by eller party who is now a car driver or a director of say road.

Resalved. That as an earnest of our desire to bring this to a specify adjustment, we hereby name the following grafter must to set in behalf of the car divisors—Mosars. J. Bein, E. P. McDarmot, J. Ennis, J. H. Foy, V. Neville and J. P. McDarmot, J. Ennis, J. H. Foy, V. Neville and

ed. That a cummittee of two be appointed to notify thents of the several roads of the adeption of the me Presidents of the several reads of the adequation of the oregoing resolutions, seed that the afternative gentlemen, in behalf of the car divine, will be totally to meet a ke com-cilize on behalf of the rainroad companies, at ten orders. M. on Wednesday, the 18th inst., at any place said com-cilize may designate.

penies may designate.

Mr. E. L. Mitchell, of the Eighth Avenue Raifrond, and Mr. W. H. H. Jones, of the Sixth avenue, were appointed the committee called for by the resolutions.

Mr. W. H. Jensson, in speaking on the subject of the resolutions, referred to the marked success of former strikes, when the circumstances under which such movements were made were by no means so aggravated as in the present strike. He advised them to act in concert, and wished them "God speed" in their endeavors.

atrices, when the creumstances under which such movements were made were by no means so aggravated as in the present strike. He advised them to act in concert, and whiled them "God speed" in their endeavors.

Mr. W. Casmax, of the Tailora Association, the next speaker, informed the delivers that his association would, on Wednesday evening, take into consideration the question of giving them material aid. He advised them to be united and stand out and their rights would be certain to be gained. He spoke in high terms of the action of the Common Council for the action they took in instructing the Corporation Counsel to take steps to cancel the charters of the rainout companies, as day had failed to perform their contracts. He spoke in strong terms of the low wages paid by the companies, and concluded amid loud and prolonged applause.

Mr. McDasmorr, of the Planterers' Association, believed in the divine mandate that man should earn his bread by the sweat of his brow. He was himself a hard working man, and had not much time for making speeches. He would deprecate the idea of overhaning the cars now on the road. Such a course would materially injure their cause. They had reason to be proud of their conduct up to the present, and he called upon them to continue so.

Mr. Hens Mregueza, followed, explaining what the committee would have to do, and speaking in high terms of the gentlemen the meeting had appointed. He had that any trade might feel proud of such representatives, and that in confiding the cause into their hands they were perfectly asfe. His apoech, was frequently interrupted by loud and prolonged appliance.

Votes of tianks were then passed to the press and public for their united sympathy, after which the meeting quietly adjourned to meet at haif-past four o circk to morrow (Wednesday) afternoen, in irout of the City Hall.

MENTING AT WASHINGTON HALL, HARLEM, A large meeting of the residents in Harlem was held last evening, at Washington Hall. A number of the principal men in the neighborhood were present. A sight o'clock the meeting was called to order, Mr. John Hart being in the chair, and Mr. W. E. Hepkins as Secretary, Mr. Hart, in a few appropriate words, stated the objects of the meeting, and called upon Mr. Parsons to address the meeting.

of the meeting, and called upon Mr. Parsons to address the meeting.

Mr. W. B. Parsons rose, and said it had been for ages a question of dispute as to the relative position of labor to capital. In the countries of the Old World is was held that capital should own labor, and the result was the oppression of the masses and the wholesale emigration to these democratic shores. It was the feeling among the southern people that the capital should own the labor that gave rise to the late war through which the country has passed. The true position is that labor in necessary to capital, but that labor in itself is independent. The principle of the action of the railroad companies is utterly opposed to this last trath. Some of the companies assert they are losing money; even if this be true, which I do not think it is, it has nothing to do with the question. Every laborer is worthy of his hire, and the companies have

a right to pay their employes a fair price for their work. It was the duty of all Americans to support men who were upholding the principles of rights and laber against the oppression of capital and monopolists. The railroad companies had broken their contracts in not ranning sufficient cars for the sake of a patiry fifty cents per day. He would say to the people of Harlem who had drivers living among them not to dun them for their rent or board; but, in fact, put their hands in their pockets and assist them to live. Previous strikes have been unsuccessful because the principles they were started on wore wrog. Set in the presson case the sympathy of the public and presswas on the side of the strikers, which was sufficient to endorse the strike as a just one and the conducted by appealing to the men to continue in their peaceable course.

Judge Bergentt, the next speaker, and he was glad to see test a rember of the laboring men had come together to assist their fellow laborers. The time had come for the people to act. The persons present, though they might not have so much money, yet they all had as much privilege as citizens as Mr. Hart, Mr. Lane or even W. A. Darling. They had a right to demand of the company, at any time, transit to the Gity Hall, and if it refused to do so the course was to hire a carriage, and the company was compelled to pay whatever the carriage sost. He held that to get an injunction against the company was impossible, because they had given it the right of the road. The matter might be brought before the Legislature, but capital would defeat any attempt at taking the privilege out of the company's hands. The company would send ten thousand dollars to Albany, as he knew they had an't thither last week, in the person of Mr. Howe. There was a committee present from the car drivers, to solicit contributions for their support, and he hoped they would respond generously to the call.

A motion was made for the appointment of a committee to organize a line of stages from Mott Haven to City Hall

Reinforcement of Car Drivers.

PORDINGERS, April 16, 1866,
An agent of the New York city railroads arrived here
to-day, and immediately hired a gang of men to proceed
to New York to set as drivers on the cars. A large squad
loft here on the midnight tram.

The Second Avenue Railroad.
TO THE EDITOR OF THE HERALD.

The Second Avenue Ralifond.

TO THE EDITOR OF THE HERALD.

NEW YORK, April 16, 1868.

In reply to the offer of John O'Brien, Esq., Treast for the Second Avenue Ralifond Company, published in your paper of this morning, to sed the property and franchise of said road, I beg to state that I am one of a franchise of said road, I beg to state that I am one of a party in Wall street who will accept the offer of Mr. O'Brien, provided the stockholders will put the stock at what it has cost them and the bondholders at what they have paid for their bonds; and to bind the purchase will place in the bands of any banking house—his own not ex-repted—one hundred thousand dollar that the purchase shall be compiled with in ninety days or forfeited. And by giving publicity to this you will oblige the the purchase shall be compiled with in pinety days or forfeited. And by giving publicity to this you will oblige the the purchase shall be compiled with in pinety days or forfeited. And by giving publicity to this you will oblige the public that the purchase shall be compiled with in pinety days or forfeited. And by giving publicity to this you will oblige the public that the purchase the public that the purchase that the public that the purchase that the purchase that the purchase the public that the purchase that the pu

feited. And by giving publicity to this you will oblige J. F. MACY.

A FAIR PROPOSITION.

As the Treasurer of the Second Avenue Railroad Company proposes that the city should purchase that read it eccurs to me that that is the very best solt ion of the present city railroad d'ilculy. Let the city by all means buy that road and all the other roads—then we will have cheep riding, regular if he and plenty of room. The city turnishes us with water and many other accommedations, and why not manace the railroads, and I would also suggest, the illuminating gas also. When the cars d'd run, they afforded maerable accommedations—in them we were crushed. In our houses and stores and offices we are blinded by tar madequate light given by the dim and smokey gas jets. As our policemen are employed now in running the cars we had better keep them so employed; they get three dellars a day. Cannot the Legislature appoint commissioners to ascertain the value of the railroad and gas companies, so that they may be transferred to the city without de ay.

STATISTICS OF THE SECOND AVENUE ROAD.

STATISTICS OF THE SECOND AVENUE ROAD.

STATISTICS OF THE SECOND AVENUE ROAD.

TO THE RIFITS OF THE RIFICAL OF T STATISTICS OF THE SECOND AVENUE ROAD.

There are but few people who realize the vast amoun which, at their legal fare of 5% cents, amounts to \$4,100. conts per passenger, \$4,800,000, or \$700,000 per annum over their sost due, nearly three-fourths of a million toward paying their expenses, or \$700,000 per annum toward paying their expenses, or \$700,000 to divide among their stockholders as clear gain. "The no wonder, then, that they can have their dinners and splendid cover suppers at each meeting of the Board of Directors. The Third Avenne Company alone pocketed \$150,700 as their share of that enormous sum for last year, as they report carrying 17,000,000 passengers, and still they eay they do not pay expenses. Will they tell the public what unasen power keeps their stock out of market what unasen power keeps their stock out of market? And when it is sold, what is the cause of its bising so high? And those stockholders who purchased their stock when it sold at from eighteen to twenty come, withing to sail to day at any price? They will seem assever, Non-fur sale. A director in a city railroad company relis me that he is ready and anxious to purchase the stock of his own company at two hundred not fitteen doision are share, the par value being one hundred doilars. Is that not a paying institution? Law sure all same men will agree with me that they can well affect to pay their drivens and continuous a fair and litting salary.

But they prefer to spend their money in a different way; such as buying up bills in our Legislatore that are upposed to their interest. For instance, a bit was presented in the Assembly to decrease the hours of a day's work on the railroad company's agent. It was dead, buried and forgotten by its caemies before its friends knew it was born. Most of the companies do not pay any license for the railroad company's agent. cents per passenger, \$4,800,000, or \$700,000 per apper selves at the expense of the railroad company's agence. It was dond, buried and forgotten by its enemies before its friends knew it was born. Most of the companies do not pay any license for the randing of cars in the city, while all other lines, knewn as common carriers, are compelled to come up to the captain's office and settle. I see by your paper list several hackmen were arrested for not having liamses, but those driving cars without a license are allowed to go on in their tilegal occupation. I loope and trust railroad money does not circulate through our efficient police force. Has the sen of one of our railroad President any license to drive? I saw one driving a railroad our yestertay. I saw a man driving who hav been in this city, but two days from Canada, and who have been in the city, but two days from Canada, and who have been in the city, but two days from Canada, and who have been in the city, but two days from Canada, and who have been in the city, but two days from Canada, and who have been in the city, but two days from Canada, and who have been in the city, but two days from Canada, and who have been in the city, but the days from Canada, and who have been in the city, but two days from Canada, and who have been a heavy as a subject of the Queen of Eucland. I that haw or justice? I appeal to the public to case supporting these monopolies until they are willing to pay men a just compensation for their labor. The companies of the city of the first they only pay conductors and drivers \$1.15 per day. Why did they not go to washington, D. C.? Bocause their report would be unfavorable. Ask Rochert, how are house grant. They will tell you a slee house and garden, where a man can raise all his own vegetables, Resp a pin, checkens, &c., can be had for \$160 per annum, while here a man must pay £200 per annum for two or three respectives. A DALLY RIVER.

The Labor and the Pay of the Drivers

and Conductors.
TO THE EDITOR OF THE HEBALD. Seeing in your jou and fetters concerning the railroad drivers' strike, I would be glad if you would publish the

following facts:--

run, the shortest time being from 11:16 A. M. to 1 05 pext morning, or thirteen hours and forty-nine minutes, and the longest from 7.45. A. M. to 11.25 P. M., or fiven hours and fifty-wise minutes—average time features hours and fifty minutes, out of which they have time to get meals during lay-offs, receiving at present two dollars for every day they work. In addition to these cars there are ten extra cars sent out in the morning and ovening to accommodate the passengers. To run these cars the company have to keep ten extra drivers and ten extra conductors, who only run off these two traps, and receive payment in proportion—viz., twenty-eight cents per trip or fifty-six cents per day's work of two trips—all the extras get to do. You will see by this that they must always have at least twenty extra men, but they generally have thirty. Even suppose they had only twenty we have the following calculation—
132 men at two dollars per day. 1264 60
20 men at fifty-six cents per day. 11 20 pext morning, or thirteen hours and forty-nine minutes,

STATE CAPITAL.

The Niagara Ship Canal Virtually Rilled in the Senate. &c.

Our Albany Correspondence.

Athany, April 16, 1868.

The Senate debate to-night on the Niagara ship canal oncluded by ordering the The Senate debate to-night on the Ningara ship canal concluded by ordering that measure to a third reading, but with an amendment which virtually kills the bill. Senater Williams offered an amondment, which was adopted, providing that the locks on the Eric canal shall 2nd be estarged to the dimensions of two handred feet in length, and that the Krie shall otherwise be made suitable for vessels of six fundred tong, and that the proposed Ningara canal shall not be constructed out if the work on the Eric shall have been finished. This of course disposes of the measure for the present. It would seem exitain that the Senate is opposed to the project in any practicable form.

NEW YORK LEGISLATURE.

Inco-porating the New York Board of Fire Under-

Inco-porating the North River Savings and inserners are the raise of the results and inserting the results at the raise of the Results at the raise of the Results at the raise of the Results at the raise of the raise of the results at the raise of the

mee companies laive past in 1800 and 1804 ment accurities.

Mr. Hort, (rep.) of Steuben, moved to amend, by naking the bid applicable to New York.

The motion was carred.

Mr. Low, (rep.) of Schlivan, moved to amend, by prociding that only so much shall be refunded as there is

a legal liability to pay.

Motion lost by 18 to 14. The bill was then passed.

The bill to amend the fouthwestern Mining and Land company was lost.

Company was lost.

Bills advance: To Turnd Realists.

For the relief of General Ward E. Burnett. It appropriates \$3,000.

Incorporating the Harlem and Port Chester Railroad Company.

To appoint commissioners to locate an asylum on the Hudson river. Recess.

ARMY BULLETIN.

CASHIEREB.
Second Lieutenant Thomas G. Morrow, Eleventh Oblo

DISCHARGED.

Hospital Stewards B. H. Whitford, Thomas Pickett and John L. Yales, United States Army.

Hospital Stewards B. H. Whitford, Thomas Pickett and John L. Yaics, United States Army.

MSCELLANKOUSS.

The order dismissing Colonel George R. Latham, Sixth West Virginia cavairy; Captains O. S. Coffin, Assistant Quartermaster of Viunteers; Joseph H. Burnell, Second Wisconsin cavairy, and Second Lieutenant Dudley Sawyer, Fourteenth Kansas cavairy, is revoked, and they are honorably discharged from the service.

The Secretary of War, in special orders, has directed the commanders of the military departments of Alabama and Tennasee to immediately honorably discharge all volunteer organizations serving in their respective commands. In order to facilitate the moster out, commanding officers of posts have been instructed to concentrate the troops under their commands, with all the government property in their possession, as follows:—Alabama—The Eighth lows and thirty-fourth New Jersey at Schma; One Hundred and Seventy-eighth New York at Montgomery, Twenty-first Mesouri, Fort Morgan; Forty-fourth United States colored offantry at Huntsville. All commissary stores not needed by the troops at the posts of Selma and Montgomery will be turned over to the agents of the Preedmen's Bureau. Proper receipts will be taken Aberefor, and the amounts so turned over twill 'reported to the depot commissary at Mobile. Alabama. Upon the completion of the muster out of the above asaned organizations, they will be biased on raw to their respective States for discharge and thail payment. The Pricenth United States infantry at Chaitanouga; Seventeenth United States colored infantry at Nashville; Third United States colored artillery at Memphis.

TER OUT OF VOLUNTEER TROOPS IN VARIOUS MILITARY DEPARTMENTS—THEIR SERVICES NO

MILITARY DEPARTMENTS—THEIR SERVICES NO LONGER REQUIRED.

GREULAR NO. TPINTERN.

WAS DEPARTMENT, ADA'T GEN. SOFFICE, AMOUNT OF COMMENTS OF

d-March 15, 1866, Major General Daniel E. Scond—March 15, 1896, Major General Daniel E. Sickles, commanding Department of South Carolina, was directed to reduce the force of colored troops in that department to one regiment.

Third—March 15, 1896, Major General P. H. Sheridae, commanding Military Division of the Gulf, was directed to reduce the force of colored troops in the Department of Florida to one regiment.

Fourth—March 15, 1896—Major General C. C. Augur, commanding Department of Washington, was directed to reduce the force of colored troops in that division to four regiments.

reduce the force of colored froops in that division of four regiments.

Fifth—March 15, 1866—Major General W. T. Shorman, commanding Military Division of the Mississippi, was directed to reduce the force of colored troops in that Division to four regiments.

Sizió—The following volunteers have been ordered mistered out of service, under special instructions, of dates set opposite the organizations respectively—One Hundred and Twenty-eighth regiment Indiana infantic, March 26, 1866; Twentth U. S. colored heavy artifers, April 3, 1866; One Hundred and Forty-eighth Onto instants, April 3, 1866, 1886. iantey, April 10, 1880. E. B. TOWNSEND, Assistant Adjutant General.

E. B. TOWNSEND, Assistant Adjutant General,
PAY AND TRANSPORTATION TO OPPICERS MUSTERED
OUT OF THE VOLUNTEER SERVICE.
WAS DEPARTMENT, ADJUTANT GENERAL'S OFFUR, I
WASHESTON, ADJUTANT SERVICE, WILL DEPARTMENT, ADJUTANT SERVICE Under commissions as tolimiters will be
allowed full pay and allowances of their grade in the
regular army during the time they are authorized to detay journer their regiments or cover, subsequent to their
menter out of the volunteer service, except in cases
where they receive lost set of absence in ordinary form
on likely own application, when the usual regulations
will apply which not erry pay and allowances of officers
on leave.

to the place where they were first mustered late the United States errice. Parch-officers in the volunteer service ordered to their homes preparatory to being mustered out of service are considered as changing station, and certified to the allowances provided for in paragraph 1,113, Revised

By order o. the Secretary of War.

E. D. TOWNSEND, Assessed Adjutant General.

NAVY BULLETIN.

DETACHEN - APRIL 9.

Limiterant Commundor William K. Mayo, from duty in the Atlantic equadron on reporting of rollef and ordered

ortin Engin Williamson Dunn, from the sloop Cyane and slered to New York. ordered to New York.

Third Assistant Engineer Edward Stiles, from the steamer Line aster and granted sick leave of absence.
Licebrand Commander John G. Walker, from the command of steamer Shawman and ordered to return to the United States for daty at the Naval Academy.

Acting Baster J. D. Wells, fram daily at Norfork Navy Yard and granted leave of absence.

ORDERED - APRIL 9. Lieuteuant Commander Jas. G. Maxwell, to duty at Bay Shebari E. Luce, so acting master, and ordered to

HONORABLY DiscussingED-4PRIL 9. Acting Master G. W. Wood, from September 10 last. Acting Energy E. A. Fawyer, from April 1.

Scuesce is Brooklyn. The Brooklyn Mercantile Library Association propose to furnish to the residents of that city, on Toroday, Thursday and Saturday of the coming than the ordinary lectures of fash'onable pur much the staple of entertainment with such societies. The treat in question will be a course of lectures by Dr. Doremus, the well known account of this city, on "Science in its Connections with Mnn and Nature." The point of most popular interest in these lectures will be the magnificence of the chemical illustrations. Philosophical instruments and apparatus, made on the largest scale, will be employed. One of the largest galvanic batteries ever made will be used, and an electro magnet, capshed of raising twelve tons. Science is not often so appendictly presented to the public as it will be on the consistence. The latest discoveries in spectral analysis will be explained, including the ghost experiments of Professor Pepper. These lectures ought having stellunged the ordinary parrillion of lyceum including the entertained on the professor pepper. much the staple of entertainment with such

PIPTH CONCERT OF THE BROOKLYN PHILIDARMONIC SOCIETY.

ome of the best talent of the New York Philharmonic Society, and numbers about sixty-four pieces. The Brooklyn Academy was crowded on Saturday night with an audience which may be justly termed "brill ant and fashionable," and the last concert of the nisth season of fashionable," and the last concert of the nisth season of the society was by far the most successful of the series. Beethoven's Ninth Symphony in D minor, Opes 125, was played for the drst time, the fourth movement, requiring a chorus, being omitted. Of the three movements we heard, the third, Adegio Canabile, is one in which the great composer pours forth his soul in strains of tender-ness that melt the heart of the listener. There is none of his headlong impetuosity and capricious wildnesshown here. He bears us on the bosom of a might river of harmony, whose placid surface is occasionally voyage. His magic power over contrapunts effects and changes gives us an ever shifting landscape, and carries voyage. His magic power over contrapunts effects and changes gives us an ever shifting landscape, and carries us peat lovely scenes of rural and teligious life, so that we hear with regret the warning notes of the horns as we reach the end of our journey. The shruptness of the close and ombision of the succeeding chorus left a dissatisfied feeling behind, while not even Senorial Poch is sould edged. This lady's voice has been aiready spoken of in the Harath. The spoiled the bolero from the Sintilla Vespers by singing it entirely too fast. Mile. Matilda E. Toedt, a pupil of M. Henri Appy, played a vio in concerto by De Beriot. Her tone on the violin is fine, clear and well balanced, though not of moth power or breakth. She very sensibly avoids all sensational effects, and gives an excellent interpretation of the lifes of the composer. With more practice and self-possession she will be second in rank to none of our violinists. The dashing Oberon overture, Litol's introduction to Robespierre, and a quartet for French horns, by the immortal Weber, closed the concert. The quartet was rendered with a delicacy of expression and warmth of coloring hardly to be expected from such instruments. The overture to Robespierre is a very remarkable work. In it we see the suns culotter, the guildstine, the Jacobin butcher, and hear the Marselliase, amid the thunders of artillery, the ratite of small arms, the wait of the proscribed and the orgins of the rabble. It has nothing of the nonsense of programme music about it, and we are not gravely told that an occasional squeak of a violin represents a misanthrope standing with the inevitable "folded arms" and reading his soul for no purpose whatever. Litolf, however, dispays the republican all through, and seems to cheer in every bar the defenders of the barricades. The only fault with it is that he indulges too much in crashing effects. An Iff chord by sixty four instruments to a very good thing when used properly and sparingly; but when it comes in too often and frightenic nervous

MISS RUTON'S CONCERT. The large audience which invariably crowds every concert of note this season is a gratifying proof of the place among artists of note. Our young American sopranos too eften forget that the road to distinction in sopranos too eften forget that the road to distinction in the sphere is an ardoous one, and that their velces require more care and attention than outrations. The latter seem to be the most numerous and most popular, and many of the debutants in this line who appeared this senson will compare (avorably with the most vaunted of the Italian artists. Such a contrait to this Hutchings, who sang a duet by Ralfe with Miss Ruton, and gave "Beware, Beware," with archiness and expression. Mr. Thatcher displayed a good deal of Sims Reeves' power in "Come into the Garden, Maud," and Mr. J. R. Thomas' fine baritone voice was heard to advantage in Ernani and one of his own compositions. The plantate were Messr. Pecher and Davis. The crying nuisance of repeated encores was disagreeably prominent at this ground of the concert. Applause, when deserved, thould certainly be given to vocalists, but to thomp on the floor with cames and umbrelless every time a singer opens his or her mouth is both doing the artist injustice and causing a great deal of annoyame to those who wish to hear good music.

Theodor Keerner Bund, a thriving German musical association, has night celebrated its third anniversary, and on this occasion gave a concert at its head-quarters. Drametic Hall, in Houston street, which was a very creditable affair, although the audience, probably limited. The Koerner Bond is one of the youngest musical societies in this city, but under the supervision of its efficient musical leader, Mr. Pinkort, it aircarly occupies a first rate position among the musical societies in this city. The society is composed of a male and female chorus, numbering about fifty singers, who last night, for the first time in this city, performed Julius Otto Oratorium, entitled, Die Nack (The Night). This is a composition which, by the composer, originally was prepared for Robert Schumann's Chorux Association in Dreaden; but some difficulties occurred preventing its presentation at the time. The piece is composed of about a dozen divisions of choruses and soles, which were very effectually rendered by the members of the Koerner Bund. The soles were using by Fraulein Adler, soprance; Herr Bringmann, basso; Herr Fot, tenor; Fraulein R. Adler, aito, Fraulein Stecher, aito, All these singers acquitted themselves in a most acceptable manner. After the concert the members of the Koerner Bund and their associates engaged in a ball and other appropriate social pastimes.

SACRED CONCERT AT INVING HALL. The popularity of Sunday evening concerts, started in this hall under the auspices of Mr. Draper, was abun-dantly exemplified on Sunday last. An immense audi-

ence congregated to hear Mr. George W. Morgan play some of his brilliant fugues and overtures on the new organ. Mrs. Abbott and Mesers Castle and Lumbard assisted, and sang a number of sacred and balled precess. These concerts will be o minned every Sunday until the concert score closes.

CONCERT AT ST. STEPHEN'S CHURCH.

ham Berge presided at the organ, and brought out the full powers of that magnificent instrument in a style which showed the accomplished artist. In one of his improvations he introduced the March of the Prophet, and adorned that brilliant gem with Lisatian effects. Mr. Henry Appy's violin added much to the effect of the econort. Of the vocal part of the programms the heantiful dust "Quis est home," from Rossin's stabat Mater. Gounds "Ave Maria," and "He shall feed his Flock" were the only tolerable pieces sens. The former was admirably using by Madance de Luman and Mass Adelaide Phillips, and the Ave Maria also well rendered by Madance de Luman and Mass Adelaide Phillips, and the Ave Maria flow wit rendered by Madance de Luman and Mess Adelaide Phillips, and the Ave Maria also well rendered by Madance de Luman and Mess Adelaide Phillips, and the Ave Maria flow of rendered by Madance de Luman and the describer made most meserable selections from Verdi, Donisetti and Meyerbear. They picked out arise that the composers notes in blended to be using outside the opens to which they belonged. It was like giving a few selections or part of sandteness as representatives of the work of some great author. There is an universite appropriate access and the Rev. Jet Medify on was materially asked in the loodable and enterprising sork of completing his beautiful educing. ham Berge presided at the organ, and brought out the RETCHN OF STRAKOSCH'S OPERA TROPPS.

The Ghiorini and Sumini opera troupe, of which Mex Strakhook is the director, arrived in this city yesterday

THREE PAST YOUNG MEN. ALLEGED THEFT OF FIVE THOUSAND BOLLARS IN GOLD.

David H. King, James Davis and Win. Downer, inter esting and intelligent young lade, 17 years of ago, were trought before Justice Hogan, at the Tombs, youserday alternion, by detectives Farley and Dissenbury, on the charge of having stolen a United States certificate of deposit for \$5,000, payable in gold, from the firm Mesers. Morra & Brane, doing business at No. 7 Repaid street. King, it appears, was an errand boy in the employ of the firm and on the 19th inst. he was entrasted with the certificate for the purpose of delivering the same to Mesers. A Marsh & Co. of Wall street, its need of which however, he mot the other boys by approximate and deservered to them the certificate, with the underdanding that they should convert it into each and make an equal delvision of the spoils. Dava and Downes promised her gold checks of \$1,000 each from the other of the United States Assistant Francisco, and instead of dividing the proceeds with King, according to agreement, they played a false part, pocketed the checks and took the first train for Philadelphia. King being suspected, was questioned concerning the matter, when he confessed taking the monthly after wired sarred for the Quaker City. Descrives Farley and Domithury started for the Quaker City. Descrives Farley and Domithury started for the Quaker City. Descrives Farley and Domithury started for the Business who immediately after wired agreement the officers found \$4,000 in gold and \$500 in greating Davis and Iswenes. In possession of the prisoners the officers found \$4,000 in gold and \$500 in application of the prisoners the officers found \$4,000 in gold and \$500 in a point in the prisoners the officers found \$4,000 in gold and \$500 in a special in fast irving. All the boys pleaded guilty, and Joseph Hogge for trial. Davis irves at 25 Officer street, King at 29 Honry street and invance at 27 Officer street. street. King, it appears, was an errand boy in the em

A few days since John Kane, alias Guaries Tyler O Lec-nell, called on Mr. Henry W. Collins, a clock in Adams Express Company's office, No. 56 Broadway, and gave him what purported to be a check on the City Bank of him what purported to be a cheek on the City Runk of Hartford, Conn., for \$258 39, drawn by John Hennessy, claiming to be Treasourer of the Trader's Incurance Com-pany, of Hartford, desiring him to send the cheek to Tor contention, anying he would call again for the mothey. The cheek being countdered grautine, was received by Mr. Collins, who gave O'thoused to proceed for it. The cheek was forwarded for collection and on the 14th instant Mr. Collins received a telegraphic despatch from the President of the City Bank of Hart-ford stating that the cheek was a forgery. Yesterday, Kane, also O'Donnell, alian Hennesy, called at the ex-press office and demanded his money, when he was de-tained and arrested by office Ottignoon, of the Brundway squad. Mr. Collins accomplaint against the prisoner to the Tombe and made a complaint against the prisoner. Mr. Ketnard G, Faber, an agent of the Tradesman's loser

ance Company, made affidavit that no such person as John Honnessy was treasurer of this insurance ance Company, made silidavit that no such person as John Honnessy was treasurer of this insurance company, or arthorized to sign checks for the company. He therefore charged the prisoner with falsely making said check as an evidence of debt with intent to cheat and defraud. The accused, who is a privision dealer at 18 Roose eli street, pleads not suity. Justic Hogan committed Kane to the Tombs for trial, in default of \$1,000 ball. Kane says he is not guilty, and pretends to have witnesses to show his innocence.

The Steamer England-Her Cabin Pas sengers All Well.

Hatirax, April 10, 1866.

Not a single case of sickness has occurred among the cabin passengers on board the steamer England. This announcement will relieve the anxiety of their friends,

The Philadelphia Slaughter

The Coroner's Jury, after an investigation of the place der of the Deering family, found a verdet charging A tone Probst, now under arrest, with the murder of a the eight victims.

The Murderers Terrell and Withers At

Large.
Louvelle, Ky., April 16, 1905.
The noto-ious muriores, Terrell and Withers, we rescued from Spencer county jull on Friday morning, he aparty of seven armed men in disguise, who threasens the life of the julier on his refusal to unlock the cells.

The Will of Madame Jumel. SUPREME COURT, CHESTY-PART L

Before Judge Bockes, Aran 16 -This morning a motion was made by cons

Before Judge Bockes.

Aram 16.—This morning a motion was made by commod fer John Howard Smith to portpone the trial of the contested will of Madame Jumel, on the ground that the defendants, who wish to sustain the will, were not ready. Afficavits were read by Mr. A. F. Smith, one of the counsel for the defe adams, stating that they intended to show that the plaintiffs were r. t the next of kin and not near blood relatives of Madame J. mel; that the witnesses were old, and lived in Providence, and that a commission would be necessary to take their testimony.

Mr. O'Comor and Judge Fierrepoint appeared as counsel for the paintiffs, and contended that no sufficient ground was shown for postponement.

Mr. Stoughlion, one of the counsel for the defence, and it would be impossible to be ready for trial this term, and stremuously objected to an order that the case be set down as the first case to be tired at the May Gircuit.

Mr. O'Conor, in reply, spoke with much indignation at their repeated efforts to prevent an early trial of the case, and alleded with much severity to the course taken, commenting upon the fact that the Rev. J. Howard Fmith, the principal defendant and the one who procured the will, should now, through his counsel, away that the object of the delay was to get evidence going to prove that this lady, Madame Jumel, whose will was in depute, and whose fortune was alleged to be given to Christian charitles, and Largely to the reverend gentiem himself, partly direct and nartly as a reclassy legate, was a basterd and the child of a president; thas such was the daming infany of this meet Infances attempt to deprive the true he're of their lawful catale.

The Judge ordered that the cases be set down for the first day of the May torm, and that a stand the first case on the calendar.

All age party of sporting men left this city yesterday afternoon and took the Eric train for Paterson, N. J., where it was rumored that an "off-hard maish" was to be consummated botween a prominent heavy weight and an aspirant for the honors of the ring. On rusching their destination, however, the visitors were somewhat disappointed when they assertated that there was little or no prospect of a mill, the inknown genuloman having falled to come to time, his non-appearance resulting in the foresiture of a small amount of money which had been piaced in the hands of a stakeholder. But the residents of Paterson had no reason to complain of the presence of the New Yorkers, Mr. Harry Hill furnishing them last evening with a most piessing entertainment. One of the town halls was well filled by an audience assembled to enjoy the features of a most diversified programme, which comprised a number of comic songs, some negro-melodies and dances, for which little blick Hill was loudly applauded; a series of exercises with Kehoe's thirty-eight pound clubs, swung to and fro with match-less grace by Mr. Hill, and a few set-tos. Messre. Izay Lazarus and Hirch and Dooney Harris and Korris Phelan were the exponents of the notole art of self-defence, and the science they displayed was productive of much favorable criticism.

ADVERTISEMENTS FOR THE COUNTRY.

a before ten o'clock every Wednesday evening. Its cir country is increasing very rapidly. Advertisements in-serted in the WERRIN HERRALD will thus be seen by a large portion of the active and energetic people of the United

Voluptuaries in Perfame, your Desire is gratified. The "NIGHT BLOOMING CREEDS" of PHA-LON A SON is the most enquisite extract pure Cadille from the petals of a flower. As its material, the Careau Grandiffers, is the most fragmant floral product of the West orn homosphere, so this new door is pecriess assump per

A. A .- Metenife's Great Rhoumatic Res edy is truly the wonder of the age. Cases of rhomostics that have bufflet the will of the first destors of this city have been completely cured by a few doesn, and it is an infallilla as anything prepared by human hands can be. Said by al-druggists.

A Reliable Remedy

or expelling worran so come found in Brown's VERMIPUGE COMPTES, or Worm Lores

The combination of ingredients used to making the COM-FITS is such as to give the heat possible effect with unfety.

London Gray Hair Color Raliners Resuper London Hair Color Color Raliners Resuper London Beatured Hair Color Provacted Recipion by druggists and dealers in Toles article.

A .- Pinest Ready Made Clothing to And M Fourth Avenue, opposite Oscar United

A .- Booty and Beauty. prices, as 555 Broadway, opposite Meropolite's Hotel,

P. SAIGE, Broker, IN Broad way. A-Royal Havana and All Legal Lot-

stitutar troubles, if actions to progress result is previous processory affections, or tentimore becoming the New York (MINON CILAL TRIAN PROPERTY CONT. Street, directly the seal of the disease, and give almost instant relief. They have been thoroughly tented, and maintain this good required to have justify acquired. As there are distinction, be sure to obtain the general egenture.

Ballard House, Richmond, Va., to Now

Buy Frank Lestie-Out on Thursday.

earld, the only perfect Dyo. h.

Dr. Hicknetl's Sgrup .- Those who keep DEMAN RARNER & CO., Et Park rose.

Gourand's Orlental Gream or Magical taxatiler. Enforces, western of rare and marvillenam towart of NACO's Links Madicand Song open Finders, Tax, Evoptoma, First Warms, Fredhes, & At his pay 4th Encourage, and oring gains.

Howe Newling Machine Company. Improved Elliptic Hook Lock Stitch

Improved Look Stitch Machines, for GROVER & RAKER, S. M. Co., etc Broadway. Royal Havana Lottery. Prize Path a paid Informet as tennisted. The highest rates paid for cubbons and all finds of god and eliter XATLONA CO., Banker, M. Walt gross, N. C.

The Best large in Twelve Months .- See

The Patent Hard Rubber Sechtle and Rubber Sechtle and Retterfy A most and beautiful article for youths and gradement's lands. The trade copeling to the Page Notices & Co., 20 Renadway, New York. Wonderful Example of American Ge-